Daily Diary Report by Bid Item

Contract No.: **04-0120F4**
Diary #: **576** **Const Calendar Day:** 981 **Date:** **16-May-2012** **Wednesday**
Inspector Name: **Bruce, Matt** **Title:** **Transportation Engineer**
Inspection Type: Continuous
Shift Hours: 07:00 am 05:30 pm **Break:** 00:30 **Over Time:** 02:00
Federal ID:
Location:
Reviewer: **Schmitt, Alex** **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** 50 - 60 **12 PM** 50 - 60 **4PM** 50 - 60
Precipitation 0.00" **Condition** Overcast to partly cloudy

Working Day ☐ If no, explain:

Diary: Dispute ☐

Work description.

- Dropped off the state truck assigned to me number 0070449 to the SFOBB Toll Shop for routine maintenance at 7:30am.

- Per Roman's request I assisted Saman Soheilifard with North Sidespan cable band measurements. My measurements are tabulated below:

	//- - - - - Uphill - - - - -//	//- - - - - Downhill - - - - -//
Cable Band No.	Top-Gap/Bottom-Gap/Circumference	Top-Gap/Bottom-Gap/Circumference
40N	42 / 31 / 2,488	37 / 28 / 2,482
38N	11 / 19 / 2,468 (-22)	6 / 25 / 2,470 (-33)
36N	15 / 14 / 2,465 (-25)	3 / 15 / 2,457 (-33)
34N	14 / 12 / 2,464 (-28)	4 / 19 / 2,456 (-31)
32N	11 / 23 / 2,472 (-18)	7 / 27 / 2,474 (-18)
24N	2,474 (-21)	2,496 (+6)
22N	2,470 (-16)	2,461(-29)
20N	2,462 (-17)	2,460 (-20)
18N	2,470 (-22)	2,471 (-17)
16N	2,463 (-14)	2,455 (-17)
14N	2,474 (-6)	2,485 (+5)
12N	2,465 (-29)	2,464 (-24)
10N	2,459 (-17)	2,471 (-9)

9N	2,479 (-5)	2,483 (N/A)

Upon arrival in the field I was not aware of the cable bands that were stressed on the North Sidespan. I proceeded to measure the gaps and circumference for cable bands 40N to 32N regardless to be safe. Saman instructed me that he will take care of the measurements for cable bands 40N to 26N since he was tracking the stressing operation at this span. While in the field taking measurements I causally observed stressing operations at this location since it was Saman's responsibility. In the tabulated numbers above, the number in parentheses is the delta between the marked circumference on the adjacent strap compared to the measured circumference after stressing. To my knowledge the stressing of cable bands 9N to 24N on the North Sidespan was completed before my measurements were taken. The circumference deltas are for information only and may differ slightly given the locations of measurements. It should be noted that all values listed above are in millimeters.

- Measured and agreed to the offsets for cable band 36N suspender rope grooves with ABF engineer Ben Jones. The vertical offset for the Uphill suspender rope groove was 10mm and the Downhill suspender rope groove was 11mm respectively. This cable band and 38N are not acceptable per current orientation of the cable band halves. This issue at the time of this diary is in dispute between ABF and Caltrans engineers.

- Attended weekly Team Cable Safety Tailgate and staff meeting at 11:00am in the Caltrans conex box on the bridge located near the South Mainspan catwalk anchorage.

Attachment

Dramatic difference in the top gaps of cable band 34N where the band closed together similar to a wedge.

Standing on top of a cable band on the North Sidespan which is the most effective way of inspecting the top portion of the cable band.

ABF ironworkers in the process of installing a cable band on the South

Sidespan.

Measured Uphill gap of cable band 34 where the measurement was 14mm.

Measured gap of cable band 34 at the Uphill suspender rope groove where the gap measurement was 15mm and the rotation centerline was at 7mm.

ABF ironworkers in the process of installing a cable band on the South Sidespan.

ABF ironworkers in the process of stressing a cable band on the North Sidespan.

Cable band installation activities on the Sidespan of the SAS bridge.